INDUSTRIAL, - FINANCIAL, - COMMERCIAL NEWS OF STAGELAND

put into operation a new and complete system of electric automatic block will then be seen that we are much signalling, extending over the line of the Reading terminal at Philadelphia | we are to the age in which our fathers to and including Jenkintown. The signals are operated entirely automatieally, the passage of each train along the rails actuating the signals in the rear, by means of electric currents. The road is divided into blocks or spaces of varying lengths, each being determined by the locality and the number of trains it is desired to handle. At the end of each block is a signal pole with two indicators, one showing a red disc by day or a redlight by night, signifying danger; the lower one a green disc by day or a green light by night, signifying caution. The green signals operate simultaneously with the red signals on the block ahead in the direction that the train is moving, and are intended to give the engineer of an approaching train advance information as to the condition of the next block signal. When the engineer meets this signal, and it shows white, he knows that the next block in ad-Vance is clear or that two blocks are free, and he can proceed at full speed. If a signal shows green, he knows that the block in advance is occupied, and he must run prepared to stop before reaching the red signal.

During the years that Join Newell, recently deceased, was president of the Lake Shore road, it was well understood that it was a difficult matter to get a pass over that line. So opposed was the president to the whole pass system that persons who were really entitled to such favors often met with a flat refusal. He even carried the matter so far as to decline to issue passes to railway officials, which, under the courtesies between railroad officials, has been the custom, and when he issued passes he limited such transportation to certain trains, so restricting the pass that but few railway officials have ridden on the fast mail or the limited trains of that road. He carried this limiting of passes even to railway presidents, as is evidenced in the following statement quoted by the Indianapolis Journal: "On a recent New Year's President Newell made up his packet of exchange passes and sent them out. Across the end of the one he sent President Caldwell was printed in red ink the words: 'Not good on limited or fast trains.' By return mail came President Caldwell's annual pass on the Nickle-plate to President Newell. Across its face in flaring red ink and in the bold handwriting of President Caldwell were written the words: 'Not good on passenger trains.'

Does electric roads seriously hurt the steam roads? The Reading road has been going over its figures and finds that the total passenger traffic from Mahanoy City, Shenandosh, Girardsville, Ashland and Mt. Carmel. for 1891 amounted to \$146,200.15. For 1892, \$146,900.93; for 1893, \$167,718 23, while up to September, 1894, the total receipts were \$173,217. On the Lehigh Valley between the same points the figures were more striking. In 1891 the passenger receipts were \$168,930,69; in 1892 it was \$169,700; in 1893 it fell to \$124,723 19 and in 1894 up to Sept. 1, the receipts reached \$110,015 81. difference in freight traffic between the two roads is shown in the fact that the receipts of the Reading from Mahanoy City to Mt. Carmel were \$293,652.25, against \$110,273 for the Lehigh Valley. The reports of the railsurprises in the electric railway busi-

The interstate commerce commission is also agent it is a great convenience. in Washington has just published a return showing the number of railway men employed in the United States. It appears that there are no fewer than 1,890 companies, working 176,461 miles of railway, and employing 878,602 persons in all grades. These railways carried in 1893, 593,560,612 passengers and 745,119,482 tons of freight. These figures give an average of 10 railway journeys per annum for every unit of the entire population. The appliances required to carry the pussengers and move the freight included 34,788 locomotives, 31,384 passengers cars. and 1,047,577 freight ears. The transportation service alone employed about 400,000 men, or more than are employed alto-gether by the railways of Great Britain. Every passenger engine drew in the year, on the average, 66,268 passengers, and each freight engine 40,062 tons. During the year 2,727 employes were killed and 31,729 injured, being an average of one killed to every three hundred and twenty employed. This death-rate from accident is extremely high. The expense of working the railways amounted to \$827, 921, 299 and the capital invested is \$10,500,000,000 Upwards of half the railways are owned by about forty companies.

An ingenious writer in the Rochester Post Express is convinced that the trolley is what we all are coming to for transportation both for ourselves and goods. A summer's experience in the tunnel by which the New York Central road enters New York, with an occa-sional excursion through the tunnels of the Erie and the Delaware, Lackawanna and Western railroads in Jerey City, confirms the writer's opinion that the trolley cannot come too soon as the motive power for railways, inside city limits if not across country. To sacrifice all its loco-motives would be a serious loss to any railroad, and it is possible that the sacrifies ought not to be made just yet —not, in fact, until the third rail has proved its capabilities on the electric road between Chicago and St. Louis and placed all other railroads about a far behind the times as the colonia stage coach. But there is another use for the trolley which does not seem to have occurred to writers in technical journals. The trolley railroad is no further in advance of the macadamized turnpike than the latter is beyond the bridle path. It is not improbable that the public highway of the fu-ture will be supplied with rails and a trolley and that the average citizeu who keeps a carriage will be able to dispense with his costly stable and in its stead own a simple electric mo tor. Either the owner of the road wil collect an assessment from him as the water rate is assessed, or he can pay toli every time he bowls along the road in his light carriage behind a twenty-mile steed that does not tire in a day's journey. These roads will be free from dust and they can run u hill and down vale with out detrimen to the rolling stock. The pleas ures of rural driving, therefore will not be lost in a spin by trolle; Occasionally, along these country roads, there will run a public conveyance in which these who do not wis to incur the expense or the trouble a private conveyance will ride. If al sary to read the present in the light of that past of seventy years ago when gas May. Sept. 3734

The Reading Railroad company has | telegraph, the railroad and even petro nearer to the era of the trolley than and mothers were born.

> No official confirmation has comfrom General Manager Caldwell of the appointment of G. J. Grammar as general freight agent of the Lake Shore. No doubt is expressed, how-ever, that Mr. Grammar will, on Ost. 1, become either traffic manager or general freight agent. He has had much experience since 1881 in the traffic and executive departments of minor reads. He is credited with a thorough knowledge of freight matters and his opinion always had great weight in association proceedings. The office of general freight agent has never been filled since Mr. McKay's death. Assistant General Freight Agent James has been acting chief of the department, and it is understood refuses to accept promotion on account of his health.

Officials of the Illinois Steel company

intend to combine their present railway ystem and add enough mileage to comlete another Chicago belt line, The Illinois Steel company now owns five roads with a total length of 269 miles. These lines have only to be connected to form a belt line from Milwaukee via Johet to South Chicago and the grain elevators with a capacity of 10,000,000 bushels, soon to be built on the Calumet. The five lines now in the system already have thirty-sight junction points with Chicago terminal lines, but not being connected are not available for belt line traffic. Last week the Steel company borrowed \$1,800,-000 for the extension of its railroad system. There is no apparent need for this money except for completing the belt. Outside of the Standard Oil, Sugar Trust and Carnegie, Phipps & Co., the Steel company has the largest tonnage of any single firm in America. By having its own road it can and does issue tariffs and thereby secures much higher divisions than or ninary switching charges. It will be remembered that the interstate commerce commission investigated its tariffs three years ago. As the commission took no adverse action the principle is at least tacitly established that manufacturers may own their own road and issue tariffs on their product accepting sush divisions of the rate as they can get from connecting lines. By connecting with every Chicago line it can be readly seen divisions will be liberal on competition business.

MINOR INDUSTRIAL NOTES:

E. J. Driscoll will erect a coal washery near his iron works at Auburn, Schuylkill county.

Crawford & Dugan, contractors, will coon erect a large plane at their Honey

Brook No. 1 stripping. Herbert Durand, who for some years has been general advertising agent of the Wabash road, will, on Oct. 1, retire from that

The two bottle factories of the Hamilto Glass company resume at Butler, Pa., after a long shut-down, giving employment to nearly 300 hands.

Fire was put under the furnace of the Spring City Glass works. All departments of the factory will commence running on full time on Oct. S, giving employment to

Preparations are making to start the Durham Iron works, in the upper part of Bucks county, and owned by Cooper & Hewitt, of New York. It is the largest industry in the country.

The Baltimore and Ohio has adopted a novel call-bell system by which it can notify any agent on the line that he is needed at the wire. Where the operator

A company has been formed at Tamaque with a capital of \$20,000 to build a box manufactory which will give employment to about fifty hands. The building is being erected and will be tompleted in abou

The understanding now is that the various shops of the Pennsylvania lines will run from now until March I eight hours a day six days a week. The last thirteen months the shops have been run-ning three to five days a week.

Sub-Treasurer Bigler, of Philadelphia, says there is a demand by country banks for small change, which is being for-warded to them from the sub-treasury. He believes that renewed business activity causes the demand, which is general. Several large amounts of gold have been deposited for \$1, \$2 and \$5 notes for the West.

The question of parting with the Schuyl-kill and Lehigh railroad is agitating the Valley officials. This is known as the Lizard Creek route and is said by outsiders to be a losing venture, while the insiders say it pays. All the stock of the road except sixty-three shares is held in the name of E. P. Wilbur.

FINANCIAL AND COMMERCIAL

Stocks and Bonds. New York, Sept. 28.—Speculation in American Sugar was the overshadowing feature of today's market at the Stock ex-chance. The stock figured for 95,000 shares in a total of 244,000 for the entire list. The stock sold as low as 8814 against 11474 a little over a month ago. Chicago Gas was another stock which received particular attention from the bears and broke from 70% to 67%. Late in the day some of the shorts in Sugar and Chicago Gas started in to cover and this strengthened the whole list. Under purchases for this ac-count Sugar rallied 2% to 91. Chicago Gas rose 1% to 69% and the other active is-

The range of yesterday's prices or the active stocks of the New York stock market are given below. The quotations are furnished THE TRIBUNE by G. du B. Dimmick, manager of William Linn Alien & Co., stock brokers,

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Scranton Wholesale Market. SCRANTON, Sept. 28.—FRUIT AND PRODUCT Dried apples per pound, 6% a7c.; evaporated apples 10 a11c. per pound; Turkish prunes, 5a5) (c.; English currants, 2a2 (c.; layer raisins, \$1.75a1.80; muscatels, \$1.00a 1.40 per box; new Valencias, 6a7c. per pound.

mediums, \$1.70a1.75.
Pras—Green, \$1.15a1.20 per bushel; split, \$2.50a2.60; lentels, 5 to 8c. per pound.
Porators—New, 70c. per bushel. ONIONS-Bushel, 70 to 75c. BUTTER-17c. to 28c. per 1b

BEANS - Marrow-fats, \$3.90 per bushel;

CHEEBE-9allice, per 1b. Ecos-Fresh, 18a181/c. MEATS—Hams, 1314c.; small hams, 13c.; skinned hams, 14c.; California hams, 9c.; shoulders, 854c.; bellies, 1054c.; smoked breakfast bacon, 1214c.

SMOKED BEEF-Outsides, 1314c.; sets, 15c.; insides and knuckles, 1614c. Acmesiced smoked beef, 1 pound cans, \$2.45

PORK-Mess at \$17: short cut. \$18. PORK—Mess at \$17; short cut, \$18.

Land—Leaf in tierces at 103/c.; in tube,
103/c.; in 10-pound pails, 113/c. per pound;
5-pound pails, 113/c. per pound; 8-pound
pails, 113/c. per pound; compound lard—
tierces, 73/c.; tubs, 8c.; 10-pound pails,
83/c. per pound; 5-pound pails, 83/c. per
pound; 3-pound pails, 83/c. per pound;
FLOURE—Minnascha patent, per parral FLOUR-Minnesota patent, per barrel, \$4,00a4,20; Ohio and Indians amber, at \$3,25; Graham at \$2,25; rye flour, at

FEED-Mixed, per cwt., at \$1.25. Grain-Rye, 65c.; corn, 66 to 68c.; cata, GRAIN-Rye, 65s.; 38 to 45s. per bushel. RYE STRAW-Per ton, \$12a14. HAY-\$14.50a16.

New York Freduct Market.

NEW YORK, Sept. 28.-Flour - Dull, weak, unsettled.

WHEAT-Dull, lower with options closing firm; Nc. 2 red. store and elevator, 5554a55c.; afloat, 5554a555c.; f. c. b., 5654a565c.; ungraded red, 50a56c.; northern, 62a624c.; options closed weak; September, 5556a weak, unsettled,

5536c; October, 5536c: November, 5636c; December, 57c.; May, 62c. CORN—Dull, lower, weak: No. 2, 54c.; elevator, 5434a5534c., afloat: options dull, lower, weak. September, 54c.; October, 54c.; November, 5386c.; December, 524c., May 5346.

BEEF-Quiet.

TIERCED BEEF-Inactive.

creamery, 15a19c.

CHEESE-Quiet, steady, unchanged. EGGS--Quiet; choice, stendy; state and Pennsylvania, 21c; ice house, 1536a17c; western fresh, 18a20c., limed, 1636a17c.

Philadelphia Tallow Market.

PHILADELPHIA. Sept. 18.—Tallow is steady, but the demand is light. We quote city, prime in hogsheads, 404434c.; country, prime, in barrels, 4542; cakes, 5c.; literally so, for charming Miss Isadore Rush is Mr. Reed's leading support and has a very entertaining character in Wooley's strong minded niece. Same bill all the week." grease, 4c.

OBSERVED WITH CARE

The man or woman who jaunts dong the streets of Scranton on a quiet evening and at the end of the walk exclaims, "well, I haven't seen anything unusual"-such a person is not endowed with the faculties of terse perception. To one with an observing turn of mind and inclination to notice little things which smack somewhat of strangeness, a little investigation may

lead to startling results.

Observation No. 1.—For two consecutive evenings recently while passing along court house square, on Spruce street, a TRIBUNE reporter noticed a group of young men resting on a bench or gathered about it. On both occa-sions mirth seemed to hold sway with the party, and, when not softly singing topical songs or melodies, sallies of wit and light remarks would be passed between those standing and the seated portion. What engaged the reporter's notice was the fact that the group seemed to be a party of young mechanics or working men, very quietly and properly enjoying their evenings, and cause of the remarkably sweet tenor oices of three of them who each evening occupied the seat. This gallantry on the part of the others is explained by the sex of the three sweet tenor singers. They were women masquerading in men's attire and seemed to get heaps of enjoyment out of the lark.

Observation No. 2: There are in Scranton several old and crumple-faced women who on the surface appear to earn a pitiful existance by grinding out discordant melody from sidewalk organs to reap a few pennies a day from the generosity of passers-They are as regular in their vocation as the business or professional man, and with curved back, swaying shoulders and a sun bonnet to hide the face, may often be found churning away in the wee hours of morning, when most people are asleep. Did it ever occur to you that only a person with endurance is able to turn one of those cranks for hours at a time? That 25 cents dropped every hour into the ever-present tin cup shows a return of \$2.50 every ten hours? That most people don't give up a good thing for something worse? That if you, from the kindness of your heart, should offer one of these poor creatures 50 cents a days for her maintena ce, she would spurn the offer? Verily, isn't that

Observation No. 3.-A man during the whole month of August and thus far this month as regular as nights follow each other, stands at the corner of a well-lighted alley and a prominent and interesting young actress who business street. He stands, sits on the curb or lounges within fifteen feet of that particular alley entrance every night from 8 o'clock until at least 3 o'clock the next morning, when after a final glance up the alley he walks briskly away. He has turned up as regularly each night following as has spring followed winter. Nobody disturbs him and he certainly has not disturbed anybody. The only sound by which his presence is known is an occasional shifting of his sitting posi-tion, a slow tread forward and back again, or ever and anon a splutter of ejected tobacco spit and its contact upon the cobble pave. The only signs among its members the beantiful upon the cobble pave. The only signs of life in the vicinity of his silent watch come from the saloon across the street or the occasional passage of a pedestrian or vehicle. Investigation will show that in past years gambling houses have been closed during the summer months. Two plus two makes

Roland Reed's New Play, "The Politician,"

ISADORE RUSH'S SUBURB WORK

Scores a Big Success.

The Detriot Papers Are a Unit in Pronouncing This One of the Most Distinct Comedy Successes of the Past Two Decades-The Play Will Be Seen Here Next Wednesday Night at the Academy for the Benefit of Scranton Elks-Other Newsfrom the Footlights.

For the Saturday Tribune. From all accounts Roland Reed has never before had a play with such good opportunities for the display of his peculiar abilities as an actor as are supplied in his new comedy,"The Politician," produced for the first time in Detroit a few days ago. The play is from the expert pen of Sydney Rosen-feld, who frankly acknowleges his indebtedness to the late David D. Lloyd's Sanderson, Marie Van Zandt, Lillian inimitable political comedy, "For Blauvelt, Zelie de Lussan, Emma Ne-Congress," made notable by the late vada and Nordica, leads one to hope Reed have frequently been compared; and in "The Politician," Reed reaches a plane of comedy which not only fully establishes him as the peer of The Bostonians have "Fatinitza" in justifies his being ranked among the very foremost of English speaking, iving comedians. Concerning Mr. Reed's "first night" the Detroit Even-ing News says: "The play proved an immediate and unmistakable success. Mr. Reed and other members of the company were repeatedly called before the curtain, and at the end of the first and third acts Mr. Reed was obliged to make speeches before the audience

scheming politician, who hits upon Peter Wooley as a compromise candidate for congress. Wooley is anything but a politician. He is rich, satisfied with his manner of life, thoroughly domestic, and loves his home and his 54c.; November, 53½c.; December, 52½c.; May, 53½c.

OATS—Fairly active, weaker; options moderately active, easier; September, 32c.; October, 32c.; November, 33½c.; December, 32½c.; May, 37½c.; No. 2 white, October, 35c.; spot prices, No. 2 Chicago, 32¾a 35½c.; No. 3, 31½c.; No. 2 Chicago, 32¾a 35½c.; No. 3, 31½c.; No. 2 white, 35a 35½c.; No. 3 white, 31½a31½c.; mixed western, 32½a333½c.; white do,, and white state, 35a39c.

garden pateh. But Limber gets the women on his side, and fully persuades Wooley to 'let his name be used.' It is used in the most lurid and band wagon style. The interest culminates in the third act, which represents the ante-room of the convention hall. Limber works like a horse and carries the day, Wooley being declared the nominee. The lover of Wooley's daughter is nominated by the other side, which causes their engagement side, which causes their engagement broken, and Limber falls in love with Wooley's neice, while her aunt sets her cap for Limber. All these complications are straightened out in the last act, which takes place in the dining room in Wooley's residence, where election returns are received. Potitician' has a strong flavor of John cles as made at present are acknowl-T. Raymond's 'For Congress,' but a good deal of original material has been introduced by Mr. Rosenfeld and the performance goes with a rush—indeed. literally so, for charming Miss Isadore

> of the Twentieth century woman of advanced views, and in this role has opportunities for daring and original comedy work not surpassed in any role with which Scranton playgoers are familiar. In addition to the fact that Roland Reed is a prime favorite in this city, and that Miss Rush, a former resident of Wilkes-Barre, has always the active interest and sympathy of Scranton audiences, their presentation of "The Politician" at_the Academy of Music next Wednesday night will prove doubly attractive because it is for the benefit of the Scranton Lodge of Elks. After the performance, Mr. Reed and company will be properly entertained at the Elks' club rooms on Franklin avenue and a gala dramatic and social occasion may be confidently anticipated.

Owen D. Jones arrived in Wilkes-Barre last week. He is to go out un-der the management of H. B. Mann, of the Arch Street theater, Philadel-phia, and be and Miss Fairbrother, who was recently seen here in "Richard III," will be jointly starred. They will have a repertofre of Shakespearean plays, and will probably play the Burgunder-Mishler circuit in October. Mr. Jones will put in the next cured a manufacturer, who is now contwo weeks in study at his home in Wilkes-Barre.

Joseph Ransome, Frank Karrington effect of chain driving wheels. which, as soon as it can be thoroughly which, as soon as it can be thoroughly rehearsed and printing provided, will take the road. It will play only three night and week stands. The repertoire will include "Monte Cristo," "La Belle Russe," "Woman's Temptation," "Celebrated Case," "Led Astray" and "Celebrated Case," "Led Astray" and proceeded to barass the anione or two others which have not yet been decided upon. Mr. Ransome will be pleasantly remembered in connec- charged him. He barely had time to tion with the recent performances of "Richard III" in this city and Pittston, and Mr. Karrington was leading man in D. L. Hart's "Underground," appearing in the character of Tom His abilities are too well Dawson. known to need further recommendation. The company is to play the Wy-oming and Lackawanna valleys. Mr. Diggens will be general manager.

The company secured for the production of Bronson Howard's greatest success, "Young Mrs. Winthrop," includes Collin Kemper, late of Au-gustin Daly's New York and London company: Miss Lansing Rowan, formerly with the original "Dr. Bill" company and with Charles Dickson; starred last year in a repertoire of old English comedies; Miss Una Abell, for five years leading lady with Mlle. Rhea; the veteran Robert McWade, Errol Dunbar, William Hunt and Mrs. Annie Mortimer, wife of Gus

Mortimer. Willard Spenser's great comic opera company (probably the most expen sive organization in America) will be-gin its second engagement in Philadelphia at the Broad Street theater on Monday, Oct. 1. The organization prima donna, Miss Eleanore Mayo, and the famous comedian, Frank Daniels, whose characterizations of Old Sport in "A Rag Baby" and "Little Puck" are known in every household in the land.

Manager Jacob Litt, who has made

a small fortune out of William Ha-worth's naval drams, "The Ensign," recently received a letter from one of of cabs and other vehicles which the most prominent naval authorities ply for bire is 11,500, of which in the country—a man who saw service in the late war. He said: "I the average number of "fares" which shall be obliged if you will thank the author of your play, "The Ensign," in my name for one of the most enjoyable evenings I have passed in many years. Such dramas do much to eugender patriotism in the breasts of the youth of our country, a feeling which it grieves past three months the application me deeply to see is greatly on the wane. 'The Ensign' offends neither southern-er or northerner. It is a magnificent piece of historical naval work, and go to the expense of taking out license should be seen by parents as well as children. Keep up the good work. I persons using them in Paris and the would rather have my grandchildren suburbs. see 'The Ensign' once than hear a dozen lectures on 'Patriotism.' "

FOOTLIGHT FLASHES: Felix Morris, who won a host of friends here last season in his masterly conception of a number of roles, among them that of the Old Vagabond in Forbes Heermans play, will produce for the first time in America, "The Best Man," a three-act comedy by

Ralph Lumley, which proved one

the greatest successes in England.
The remarkable success of American prime donne like Emma Eames, Sybil John T. Raymond. Raymond and that it will not be long before the great American tenor and the great

The Bostonians have "Fatinitza" in his distinguished predecessor, but also rehearsal, and Von Suppe's tuneful opera will be revived at the Broadway early this winter with Jessie Bartlett Davis as Fatinitza, Caroline Hamilton or D. Eloise Morgan as Lydia, Henry Clay Barnabee as Izzet Pasha, H. H. MacDonald as Julian Hardy, Eugene Cowles as General Kantchukoff, and George Frothingham as Ste pann.

It is intimated that Frank Daniels, who is to take the leading comedy part in Willard Spencer's "Princess part in Willard Spencer's Bonnie" this season, will, in the not distant future, head a comic opera "The story deals with the machina-tions of General Joslah Limber, a ed that Mr. Spencer is to write the music for the opera to be presented.

> Mothers! Mothers!! Mothers!!! Mrs. Winslow's Soothing Syrup has been used for over fifty years by millions Of mothers for their children while teathing with perfect success. It soothes the child softens the gums, allays all pain; cures wind colic, and is the best remedy for diarrhoa. Sold by druggists in every part of the world. Be sure and ask for "Mrs. Windows Seathern Seat Winslow's Soothing Syrup," and take no no other kind. Twenty-five cents a bot-

> Fatal neglect is a little short of snicide The consequences of a neglected cold are too well known to need repeating. Dr. Wood's Norway Pine Syrup cures a cough promptly. Sold by all dealers on a guarantee of satisfaction.

CYCLING GOSSIP.

According to the reports made from different quarters paper tires for bicyedged to possess some decided advantages as compared with the rubber article, proving fully as substantial and elastic, ingredients being put into the paper stock to insure the requisite elasticity, durability and firmuess. While the life of a rubber tire is two seasons, as many as five are claimed for those made of paper. It is argued, too, that thousands of bicycles which are The part assumed by Miss Rush is a | now supplied with hard or cushioned tires because of the expense of pneutravesty upon emancipated woman. tires because of the expense of pneu-She costumes herself after the fashion matic, and which would be fitted with pneumatics if a cheap and durable one were available, will find the paper tire to fill the need

> E. P. Holly, of Providence, bas invented a hydraulic bieyele, which he claims can go at twice the speed of the present racing machines. A local expert describes it as follows: "The invention consists of a small motor three inches high. This contains a pint of liquid connected by pipes with a small pump. The pump in turn is connected with an eccentric, to which the pedals of the machine are fastened. A gear run by the power generated in the mo tor turns upon a second gear. This arrangement takes the place of the chain sprocket on the rear wheel of bicycles as at present constructed. One beauty of the whole attachment is its lightness. It is constructed largely of aluminum and weighs only three pounds. Water can be used in the mo tor in warm weather, and a mixture of alcohol and giycerine in cold weather. The liquid makes a circuit of the bi-cycle, being forced by the pump into the motor, and thence carried by a pipe back to the pump, which is of the double action variety." The inventor has applied for a patent and also sestructing a bicycle on the lines laid down. It is claimed that every pressure on the pedals will have twice the

An extraordinary account of a bull fight, in which a cyclist played the South American paper. When the enulos with their red cloaks and darts horse, and proceeded to barass the animal. Avoiding his lance the brute slip from the saddle when the bull caught up the machine on its horns. hurling it into the air. It fell on the animal's back. Taking advantage of the hesitation of the beast, which could not realize from whence the savere blow on its back came, the Matador jumped nimbly forward and admin strated the coup de grace.

So much difficulty has been created of late in Paris owing to the increasing number of bicycles and tricycles, that a commission, consisting of officials in the ministry of public works, and in the home office, to consider the feasi-bility of placing any restrictions upon their circulation has been appointed, and the first step taken by this commission was to ascertain, as nearly as they could, the comparative number

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have been at the rate of forty or fifty a day. Moreover, it is estimated that at least 33 per sent, of the cyclists do no and that there must be nearly 40,000

A club of cyclists, wishing to show what might be done in the way of carrying dispatches in time of war, when other means of communication had broken down, asked the war office to let them carry a dispatch from London to Elinburgh and bring back a reply. The war office, with the usual stupidity of a government bureau, declined to have anything to do with the matter, but it was arranged with the Pall Mail Gazette that their offices in the two cities should be used as termini. Releys of cyclists, riding in pairs to avoid loss of time by accident, were duly stationed. and the letter once started was carried through England, as the Spectator says, like a flery cross. The weather was extremely bad, the rain falling in torrents, and a head wind being en-countered all the way to Edenburgh. Nevertheless between 10 o'clock of a Taureday morning and 2 27 of the next Saturday, the dispatch was carried to its destination and the answer brought back. The distance of 800 miles was thus covered in 52 hours and 27 minutes, an average of 15; miles an hour. In the very best days of coaching the shortest time made between London and Elinburgh was 42 hours and 23 minutes.

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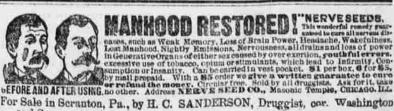
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